LIFE IN "THE PATCH"

ONE OF KANSAS CITY'S UNIQUE COLONIES.

Founded Years Ago Down in the West Bottoms by Croatians-Some of Peculiarities of the People-The King.

Just across the state line in Kansas is a colony of foreigners that has been re-moved bodily from a province in Austria a colony of foreigners that has been removed bodily from a province in Austria and transported to a dingy, soot-begrimed peighborhood near the great packing houses in the West bottoms.

The colony has no particular name, and the settlement is known simply as the "Patch." It has been in existence for the settlement is known simply as the boats and passengers that may be near it, "Patch." It has been in existence for

"Patch." It has been in existence for about eight years, and every resident of this odd colony is from the same prov-ince in Austria. The first emigrants came from Croatia, one of the best known prov-inces in Austria, and their friends followed in large numbers until the population is nearly 800 souls. All of these people live in a settlement two blocks long and about one and a half blocks wide. The houses are small frame structures, and have no regularity of arrangement, consequently no streets or alleys intersect the strange settlement. Still every house is numbered, but, like the arrangement of the structures, the numbers have no regularity of arrangement.

It is an unwritten law of the colony that any man who desires to build a house has absolute liberty to do so. When a man builds a house he can build it in sameone's builds a house he can build it in sameone's front yard if he desires. With such liberties as are allowed, the "Patch" presents a complex appearance: the houses are placed at all angles and many front and back yards have been utilized as building lots. Strange as it may seem, no quarrels ever arise from the location of new houses. If a resident happens to awake and find a stranger sawing scantlings preparatory to the verection of a new house, the man whose premises have been trespassed upon greets the newcomer and welcomes him for he knows that he is of his own race and from Croatia, for no one else will dare attempt to join the colony. So distinctly has the line been drawn that emigrants who were neighbors of the Croatians near the shores of the blue Adriatic will not ask to be allowed to become members of the colony that has the sole right to the "Patch."

The ANDERSON SAFE FLOAT.

THE ANDERSON SAFE FLOAT.

THE ANDERSON SAFE FLOAT.

Franklin life-buoys indorsed by the government.

Electric lights can be used if preferred, and the inventor has arranged for a fog-horn and a bell to blow and ring automatically, like the bell on a harbor buoy. The float is so arranged that late mail matter may be put in up to the last moment the vessel carrying it leaves the dock.

Founding of "The Patch."

Founding of "The Patch."

The first colonists left Austria on account of the failure of the grape crop, and they are satisfied that it was a timely move, for since the first serious failure eight years ago the crops have never been satisfactory. The first emigrants came from Croatia direct to Kansas City, Kas, and located in the "Patch." It was but a short time until the small stretch of bottom land lying between the Armour and Fowler packing houses was occupied solely by the Croatians. They soon obtained work in the packing houses and those who had secured positions were able to induce their employers to make room for the emigrants who arrived later. The "Patch" is constantly receiving new emigrants who find little difficulty in securing employment, as all Croatians are noted for their integrity and honesty and, above all, they are of powerful build and are not afraid of the hard labor that is required of them in the packing houses. they are satisfied that it was a timely

of the hard labor that is required of them in the packing houses.

The residents of the "Patch" rarely quarrel. This seems strange indeed when it is remembered that 800 persons are crowded together in a space two blocks long and one and one-half blocks wide.

Since the colony was first settled it has been the custom of the men who desired to marry to send back to Austria for their wives. In most instances the prospective bride is engaged long before she sees her future husband.

A short time ago three Croatian girls tish peerage, is now visiting in Boston.
Viscount Fincastle is not only the heir
of Dumore, but he has the distinction
of being the only "civilian" ever decorated

bride is engaged long before she sees her future husband.

A short time ago three Croatian girls came to the "Patch" with the intention of marrying men whom they had never seen. The girls weakened at the last moment and declared that they would not consent to marry until they had remained in the "Patch" for some time in order to satisfy themselves that the proposed matches would be agreeable. Their suitors protested and insisted on marrying at once, but the girls were obstinate. In the meantime the "Patch" was in a state of confusion, for the residents could not understand the strange actions of the three girls.

The Croatians upbraided the girls severely and declared that their conduct was unparalleled. Finally the girls decided they would marry the men that had been select.

and declared that their conduct was unparalleled. Finally the girls decided they would marry the men that had been selected for them and from all accounts the marriages have resulted happily.

The marriage ceremonies are peculiar in the extreme. It is a time of feasting and merrymaking throughout the "Patch" whenever a wedding is announced. The ceremony is generally performed in a large hall over the principal saloon. The bride and groom receive money instead of the many useless trinkets that are received at weddings in this country. No matter how poor the donor may be, he manages to scrape up at least a single coin and offers it to the bride and groom. This custom is precisely the same at christenings. The friends of the christened child present it with money, which is, of course, placed at the disposal of the parents, Christenings are also great events in the little settlement. The ceremonies are most elaborate and the event is a source of great enjoyment to all the residents of the "Patch."

How "The Patch" Is Laid Out.

Every married couple in the "Patch" conducts a boarding house. As soon as a man marries he secures a house and transforms it into a boarding house. As all of the

ducts a boarding house. As soon as a man marries he secures a house and transforms it into a boarding house. As all of the houses are quite small and generally of one story only, it is extremely difficult to provide room for the boarders. The boarding house keeper builds bunks on the sides of each room, some of which contain several titers of bunks. In the warm weather the men sleep on the roofs and on any spot of ground that is not occupied by a house. The residents of the "Patch" never attempt to learn the complex arrangements of the narrow passageways that are neither streets nor alleys and on dark nights lanterns can be seen flitting in and out of the dark recesses of the settlement. Lanterns are absolutely necessary in warm weather for late stragglers would he a source of danger to the tired laborers who sleep on the ground.

Like all colonies the "Patch" has n leader and his will is law. While he does not live in the "Patch," his liquor establishment is headquarters for all the colonists. The dictator of affairs is Hugh Mclaughlin, an Irishman. He is the only foreigner who is liked by the Creatians and their regard for him approaches reverence. He speaks their language fluently and controls all important affairs in the neighborhood. Mclaughlin is a power in polities and he is bound by the ties of no particular party, He advises his 500 subjects to support his friends and the result is that it is a rare occurrence when a ticket is placed in the ballot box that is not "scratched." The "boss" of the "Patch" favors his friends friends and the result feeling.

McLaughlin is a man with a romantic history. He was born in Scranton. Pa. 65 years ago, and at an early age enlisted on a United States man of war. While in the navy, he traveled all over the world and learned to speak many languages. He was in Manila about forty years ago, and relates many interesting tales of his experiences in the Philippines. While guarding a tea warehouse in China one dark night he saw a huge Chinaman attack an American sailor who w

A Philadelphian 95 Years Old. The papers of the Quaker City are proud of the fact that a man can live an active and successful life in their town and yet be strong and vigorous at the age of %. They point to Frederick Fraley, who celebrates his 95th birthday next Sunday, as proof of the fact that it pays to take things quietly in the good old-fashioned Philadelphia way. Mr. Fraley was the treasurer of the Centennial exposition, and is now the president of the Philadelphia board of trade.

From the Cleveland Plain Dealer. "William Dean Howells says the Spanish writers of fiction are superior to ours."
"That's just what I thought when I used to read their war news."

A SAFE THAT WILL FLOAT. This Device Insures the Safety of a

thus giving one more safeguard to human life. This light is already used on the

water, if at all.

As every year several million dollars in gold cross the water, not to mention private checks, drafts and money orders, the value of the invention is self-evident.

VISCOUNT FINCASTLE, V. C. War Correspondent and Soldier, Who Won the Victoria Cross While a "Civilian" Pro Tem.

Viscount Fincastle, the eldest son and heir of the Earl of Dunmore of the Scot-

VISCOUNT FINCASTLE

with the Victoria cross for an act of mili-

him and ran into the enemy's ranks desperate attempt was made by Lord Fir castle single handed to rescue him, but after a gallant night he succeeded only in bringing off the body of his friend. It was a brave attempt and the Victoria cross

was suggested.

But the Victoria cross is for soldiers only, and Lord Fincastle, though having a commission, was a "civilian" for the time being, and the application was refused.

It dawned upon the authorities afterward that this was, so purely a technical objection that it would not hold against the public demand for the honor, and Lord Fincastle received the coveted distinction.

A Matter of Business. From Judge. Lady-"What do you want 10 cents for?" Beggar-"W'y, I s'pose yer know dat cents is de interest on \$1,000 fer one day

It is also de interest on \$1,000 fer one day,
an' on \$1,440,000 fer one minute. I want
ter go round ter Russell Sage an' borry
de latter amount fer one minute, an' if he
won't let me have it i s'pose I'll have ter
blow it fer boze."

An Authoritative Command

Mounted Officer (to defiant aeronaut)-

He is 28 years of age.

Ship's Cargo of Bullion in Case of Wreck or Fire. IS IT GREATER IN THE COUNTRY DISTRICTS?

From the Philadelphia Record.

The present method of transporting bullion across the ocean may be revolutionized by a device known as the Anderson safe float, now building in the Crescent shipyards, Elizabethport, N. J. The pur-Effect of the Network of Wires in the shipyards, Elizabethport, N. J. The pur-pose of this invention is to insure the per-fect safety of mail matter, gold and valu-ables in case of fire at sea or shipwrecks, and it consists of an elliptical chamber of metal twenty-two feet long and fourteen feet broad, fireproof and watertight. Be-fore the vessel leaves port it is fixed on the after deck. Thieves can no more get into it than into a bank vault, and in case the vessel sinks it floats free until towed into port. Cities-Some Strange Ideas and Traditions About the Fiery Fluid.

It is generally acknowledged, and not without reason, that death by lightning is absolutely painless. It must be instantaneous, for scientists tell us that a flash occupies a less portion of time than the thou-sandth part of a second, and that the vicim of the lightning stroke never sees the flash accompanying the electric discharge which causes his death.

DANGER OF LIGHTNING

And yet it is an undoubted fact that moderate stroke has even proved the remedy of maladies and caused the growth of trees! The people of olden times considered that lightning provided a cure for the palsy, and round the subject an interesting folk-lore has grown in the course ages. For instance, if you chew the splint-ers of a tree struck by lightning you have a remedy for the toothache. A house leek will protect your house, and in many places they used to ring the church bells n the approach of a storm; but this ha often proved to be only inviting danger to the ringers. One curious fact the writer

the ringers. One curious fact the writer can vouch for. In tropical waters a curious fish collects in shoals about the mouth of rivers or shallow waters after a storm, and they are extremely palatable on their first appearance, but fall off in flavor at once, and the second day, even when freshly caught, they are not fit to eat.

Lightning plays some curious pranks. Some time about the close of the sixteenth century, tradition says, a storm broke over Wells cathedral, while service was going on. The thunder was so terrible that the congregation fell prostrate, and on rising each one was marked with a cross. Frequently we hear of the representation of a neighboring object being imprinted on the body of a victim; but, most peculiar, the shoes of the persons struck have often been torn from their feet and hurled to some distance.

been form from their feet and mired to some distance.

With such a danger liable to come upon us at certain periods, it is no wonder that from time immemorial means of preventing or minimizing the danger have been sought by philosophers and scientific men. Pliny, in the belief that lightning never penetrated more than six feet beneath the surface, advocated the retiring to deep caves during a storm. Scalskins were also adopted by the Romans to avert danger. dock.

During the present summer the experimental float now being built is to receive a practical test. It will be taken to sea, loaded with thirty-four tons and set afloat in the presence of a committee of experts. Its action by day will be observed and the distance at which its light can be seen at night measured. After a sufficient test it will be towed ashore, hoisted out upon a pler by a derrick and opened to see how the contents have been affected by the water, if at all.

Country vs. City-Which is Safert Most theories about electricity are unsatsfactory, and although man can, to a great extent, control the subtle fluid, or what

sisfactors, and although man can, to a great extent, control the subtle fluid, or whatever it may be, he is as yet practically unacquainted with its real nature. Does lightning ascend or descend? It seems to come from the clouds, yet there are so very many cases which tend to prove that the explosion took place upwards that we are led to discredit the evidence of sight.

The question arises, is it safer, during a storm, in the country or in the cities? Francois Arago, in "Meteorological Essays," expresses the opinion that in the great towns of Europe men appear to be very little exposed to danger from lightning, and he says that, according to an opinion widely prevailing, "persons are nuch more exposed in villages and in the open country." Many cases are on record of men beling struck on open plains, and, of course, the danger is greater when sheltering under a tree, but this is a danger common to town and country.

In our cities, and more especially in cities equipped like Detroit, with the electric street rallways, it might be imagined that the danger from thunderstorms was considerably increased by the successive arches of wires that roof in our thoroughfares. Do these wires attract or carry off the electricity? With regard to this, the opinion of an expert, City Electrician Walter D. Steele, of the public lighting commission, was obtained.

Mr. Steele did not consider that the present arrangement of overhead wires would materially decrease the danger arising from lightning, for the reason that there were not sufficient of them to be effective, and they were not properly located to be of any real use for the purpose. As at present arranged, one or two of our streets might have good protection, while other streets close by were entirely free from the protection, if any, which the wires might afford. But, on the other hand, there was most certainly no special danger due to their existence, excepting to apparatus directly connected with such wires, such as afford. But, on the other hand, there was most certainly no special danger due to their existence, excepting to apparatus directly connected with such wires, such as telegraph instruments, etc., and provision is invariably made for the protection of such apparatus.

Another electrician had little doubt, however, that a careful investigation of the matter could not fall to prove that overhead wires tended to immunize a city from the dangers of atmospheric electrical disturbances, by carrying away the fluid themselves.

Rules for the Timid.

It would seem then that there was great r immunity from the special risk we are discussing in the cities than in the coun with the Victoria cross for an act of military valor.

When the Indian frontier troubles broke out in 1887 Lord Fincastle was a lieutenant in the Royal fusiliers and was acting as an aide-de-camp to the viceroy of India.

He obtained leave of absence from these duties and went to the frontier war as correspondent for the London Times.

The fighting was of a particularly severe nature, and many losses were sustained on the British side, the officers especially being the targets for the hillmen. In one of these fights the horse of Lieutenant Greaves of an Indian regiment bolted with him and ran into the enemy's ranks. A A Major Parnell gives certain rules which may be followed by the nervous, if they choose to put themselves to inconvenience. If you are indoors, vacate the kitchen and all rooms on the lowest floor, and everywhere where there are open fireplaces. Keep clear of outer walls and take up your position in the middle of the room. Keep away from all metals and see that all windows, doors and other openings are closed. And don't forget to keep the flues, especially the kitchen flue, free from soot.

flues, especially the kitchen flue, free from soot.

But if you have to go outside in threatening weather, take a silk umbrella, not a walking cane, with as little metal about it as possible. If caught in the storm get to shelter in a masonry house, not in a wooden shed or outbuilding. If there is no shelter, sit down on the least exposed and driest spot, not near water, and put up your umbrella! Avoid trees, hedges, fences, walls and sharp faces of rocks. If riding, dismount and sit down as above. If driving, stop and get the carriage in as dry a place as possible. Agricultural laborers are most frequently struck by lightning because they run to trees and wooden sheds. Major Parnell would remedy this by building all field sheds of masonry.

One in 100000 per annum is said to be

One in 1,000,000 per annum is said to be the proportion of people killed by light-ning. Coming to face absolute facts, the risk is infinitesimal. It seems almost too much trouble to resort to Major Parnell's elaborate precautions.

The Purist.

From the Chicago Tribune.

"It looks like rain."

"I beg your pardon."

"I say it looks like rain."

"What does?"

"The—the weather."

"The—the weather, my dear sir, is a condition. Rain is water in the act of falling from the clouds. It is impossible that they should like alike."

"What I meant was that the sky looked like rain." "Equally impossible. The sky is the blue vault above us—the seeming arch or dome that we mistakenly call the heavens. It does not resemble falling water in the

least."

"Well, then, if you are so thunderingly particular, it looks as if it would rain."

"As if what would rain?"

"The weather, of course."

"The weather, as before stated, being a

"The weather, as before stated, being a condition, cannot rain."

"The clouds then, blame you."

"Ah, here it comes: And I have taken so much time in talking to you that I shall get wet to the skin before I can reach yonder street car. Good-by."

(Calling after him)—"I may not know as much about it as you do, but I've got sense enough to come in out of it, and you haven't."

NOBLEMAN A TRAMP.

Count Rosso Dianovich for 37 Years Has Lived as a Hobo and Has Traveled the World Over.

The wandering Austrian nobleman, Count Rosso Dianovich, who for the past thirty-seven years has been traveling on foot

seven years has been traveling on foot around the world visiting every country on the face of the earth, landed in Philadelphia last Monday from San Francisco, after an eventful journey of thirty months. He is collecting data for a book upon the public institutions and the manners and customs of the world.

The count is a peculiar personage. He wears threadbare coat, much greased in front and of ancient style, a dingy derby and a flannel shirt pulled together in front with a narrow necktie. Over one shoulder is strapped an old hand satchel, in which, supposedly, he keeps his changes of underwear, but in reality it contains only a lot of dirty notebooks pasted full of letters and newspaper clippings from every city in the Union. He claims to have at home a stack of them showing his progress through Europe, Asia, Africa and the islands of the seas.

He is a tramp in appearance, and a tramp by occupation. All through the He is a tramp in appearance, and a ramp by occupation. All through the ountry he has been known as the "noble



COUNT ROSSO DIANOVICH

a title which he very much dislikes, for, as he says, "he asks nothing from anyone, pays his way everywhere, and is independent of the world." Nevertheless, he sleeps on the road, if necessary, beneath the stars, he walks everywhere, and looks as if he had an aversion to water, both for bathing and drinking pur-

Much about it as you do, but I've got sense enough to come in out of it, and you haven't."

An Unpleasant Reminder.

From the Cievaland Piain Dealer.

Jamie doesn't go to church often, but his mamma took him there last Sunday. "Walth makes the main's voice shake so?" "Hush, dear," said mamma, "I don't him." But, mamma, "I don't will be safed in a shrill whisper when pan's voice shake so?" "Hush, dear," said mamma, "I don't worked in a still louder whisper, "you know when pan's voice shook the other night you said it was beer!"

And that's why Jamie's church privileges have been so rudely cut off.

Weyler's Forecast.

From the Pittsburg Chronicle-Telegraph. The clergyman's little son was telling the fish commission, spending a half hour fish should be."

Talking about bishops, the other after-noon a distinguished, stately man, clad in was over at the fish commission, spending a half hour which had a shrill whisper with the synthesis of the specimens in the tank. One of the sclentists of the fish commission, spending a half hour which had be world, happened, in passing by the world, happened, in passing by the walked up to him.

"Am I right," he inquired, "in supposing the walked up to him.

"Am I right," he inquired, "in supposing you to be the Right Rev. Lucien Lee Kinsolving, Episcopal birhop of Brazil', you are, replied the stately man, regarding his questioner wonderningly. "You are," replied the stately man, regarding his questioner wonderningly. "Well, then, hello, "Blooker!" said the scientist, jovially, holding out his hand. "Why, hello, there, Chronicle-Telegraph. The clergyman's little son was telling the fish commission, spending a half hour fish and hour think withing the syntams of the specimens in the tank. One of the scientists of the fish commission, spending a half hour fish and hour think which he and his sister indulged in. "You don't mean to say that misturing a tranting attention throughout the world, happened, in passing by the walked up to him.

"An I right," he inquired, "in supposing the

OUR ENGINES ABROAD

ADMISSION OF THEIR SUPERIORITY BEING MADE.

Where English Mechanics Have Fail. ed to Secure Locomotives Which Pull Big Loads at High Speed, Americans Succeed.

It has been officially announced by the chairman of the Midland Railroad Company that the thirty locomotives ordered by them from the celebrated Baldwin works, at Philadelphia, are to be of the most ap proved American design, and not foreign built replicas of the company's standard type. These invaders, he continued, will side by side with and be submitted to exactly the same tests as their Derby and Glasgow built contemporaries; hence some interesting comparisons between the advantages of the rival designs should be shortly forthcoming. The example set by the Midland has now, apparently, been imitated by the Great Northern, who are said to have given an order to the same American firm for locomotives, which, it may be presumed, will also adhere to the trans-Atlantic design. This is invasion in earnest out though we may regret the work going out of the country, we believe that we are correct in stating that the two companies concerned have not been actuated as much by the alleged uncertainty of our English engineering firms in delivering their con-

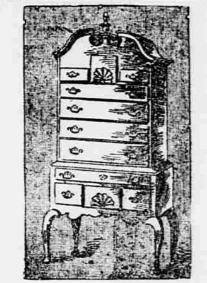
passenger and goods, have not increased in light. power faster than modern trains have inpower faster than modern trains have increased in weight; in fact, there are some authorities who have not hesitated to describe the engine power used by several lines during the height of the tourist season as absurdly inadequate. During the last three years the engineers of the Caledonian, Northeastern, Northwestern, Great Northen, Great Western and Southwestern companies respectively have all designed and constructed locomotives of increased size and weight, but somehow or other few of these, with the exception of the Caledonian Dunlastair class seems to have quite fulfilled expectations. For instance, Mr. Webb's long-barreled compound passenger locomotives of the "Greater Britain class, and his later eight-wheel-coupled compound goods locomotives (nicknamed). lines during the height of the tourist sea-son as absurdly inadequate. During the last three years the engineers of the Cale-donian, Northeastern, Northwestern, Great Northern, Great Western and Southwestern companies respectively have all designed and constructed locomotives of increased size and weight, but somehow or other few of these, winn the exception of the Cale-donian "Dunlastair" class seems to have quite fulfilled expectations. For instance, Mr. Webb's long-barreled compound pass-enger locomotives of the "Greater Britain" class, and his later eight-wheel-coupled compound goods locomotives (nicknamed

beneath the stars, he walks everywhere, beneath the stars, he walks are the stars, and the wars luxuriant whilskers of the "mutton chop" variety, and sturdy in growth. His hands are rough and hard. He wears luxuriant whilskers of the "mutton chop" variety, and sturdy in growth. His hands are rough and hard. He wears luxuriant whilskers of the "mutton chop" variety, and sturdy in growth. His hands are rough and hard. He wears luxuriant whilskers of the "mutton chop" variety, the start of the Garden of the mutton chop" variety, it is the universal language. "If you have the English language," he said, in answer to the question as to which language he found most useful, "you can go anywhere. It is the universal language." Court Dianovich began lisk. His strats of the Garden of Eden. He next visited frame, Spain and Portugal and then returned for a short stay at his native home. But the fever for sightseeing again overting the frame, Spain and Portugal and then returned for a short stay at his native home. But the fever for sightseeing again overting the frame, Spain and Portugal and then returned for a short stay at his native home. But the fever for sightseeing again overting the frame, Spain and Portugal and then returned for a short stay at his native home. But the fever for sightseeing again overting the fear of the garden of Eden. He next visited Frame, Spain and Portugal and then returned for a short stay at his native home. But the fever for sightseeing again overting the fear of the garden of Eden. He next visited frame, and mines of Siberia. He was presented to the king of Sweden. William while the visited every ben mines of Siberia. He was presented to the king of Sweden has a fear of the farme of the fear of the fear

COLONIAL HEIRLOOMS.

Many People Seem Disposed to Shu the New to Catch the Antique.

It is safe to say the heirlooms most prized at the present day are the genuine pieces of old colonial furniture that have been handed down in the family through two or more generations, and the woman who can show an old four-posted bedstead



NEW ENGLAND "HIGHBOY."

tracts as by a perfectly justifiable, if not that her great-grandfather slept on openly expressed, desire to give the Ameri- is more to be envied than she who poscan type of locomotive a fair trial.

It is a trifle humiliating, still none the less a fact, that our modern engines, both aged-looking each time it is brought to

Indeed, the fad for colonial possessions



INDUSTRY

HOW JACK TARS ARE SUPPLIED WITH LUXURIES IN PORT.

Liquors Are Kept Out-Officers Keep a Strict Eye on Traders When They Are Selling Their Wares-

What Bumboats Are. From the New York Tribune.

While the warships lay at anchor off Tompkinsville a few days ago two bum-boat women and a bumboat man came to bloom in the control of the c blows in the course of an argument over their respective rights to trade with the returned Jack tars. Although not always fought for so valiantly, the privilege of bumboating is always greatly sought after. and the profits of the business are gen-erally so large in proportion to the outlay that it is an occupation likely to flourish as long as there are ships and sailors. The ordinary landlubber does not have occasion to know much about bumboats or their proprietors, and it is ten chances to one that his acquaintance with them is limited to the one classic bumboat woman of song, Little Buttercup in "Pinafore." But to the sailor the bumboat men and women are highly important members of society, and if they should cease to ply their trade he would find himself deprived of many a luxury that he now enjoys. The captains of all vessels recognize that value of the bumboats as a means of keeping Jack contented when he is in sight of either a home or a foreign port. Without their visits he would be far more persistent in his demands for shore leave, since he would be able to represent, reasonably enough, that he was enjoying no benefit from the ship's nearness to land. But the bumboats bring him all the tempting articles in the way of food that he could possibly find ashore, and, though these things make up the greater part of their stock, they frequently have besides various little curios, pieces of jewelry and other articles characteristic of the country to which they belong. Bumboat women are often washerwomen as well, and they are only too giad to relieve the sailor-for a consideration-of his laundry duties as long as the ship remains in the neighborhood. value of the bumboats as a means of keep-

There is scarcely a farm house in New There is scarcely a farm house in New are only too glad to relieve the sailor—for a few did not the other for old-fashloned things, until there is hardly a trace of them left, except in families who prize them for their association, and "love nor money" will not purchase these.

There is a highbor, a lowboy or an old-fashloned secretary for a mere song, and a highbor, a lowboy or an old-fashloned secretary for a mere song, and a highbor, a lowboy or an old-fashloned secretary for a mere song, and a highbor, a lowboy or an old-fashloned secretary for a mere song, and a highbor, a lowboy or an old-fashloned secretary for a mere song, and a highbor, a lowboy or an old-fashloned secretary for a mere song, and a highbor of the stock, to see that no liquor is being smuggled into the sailors possession. To be absolutely sure of this the officer must be well up in the tricks of the sold of the second of the





To march large masses of troops dryshod over the broadest rivers on a temporary bridge, which stretches from bank to bank in a single span unsupported, except by the large number of balloons of great buoyancy, is the daring project which has recently been indorsed by the French war department, not without the bitterest opposition from many of the military of ficials of the engineer's staff.

It was agreed by the opponents of Major Pellisier, the projector of this brilliant feat of military engineering, that it was impossible to secure a safe degree of stability by the proposed means of supporting the structure of the bridge, aithough they were compelled to admit that his demonstration of the sufficiency of the lifting power of the balloons was irrefutable.

However, they saw the greatest peril to the troops using the bridge, in the event